



"TALK WITH US"



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Persons with hearing impairment may call 1-800-833-6388 (TTY relay service)



Do you have any thoughts or comments you would like to share with us?

Please mail, fax, or e-mail comments to:

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 Department of Transportation
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US 195 Corridor Safety Improvement



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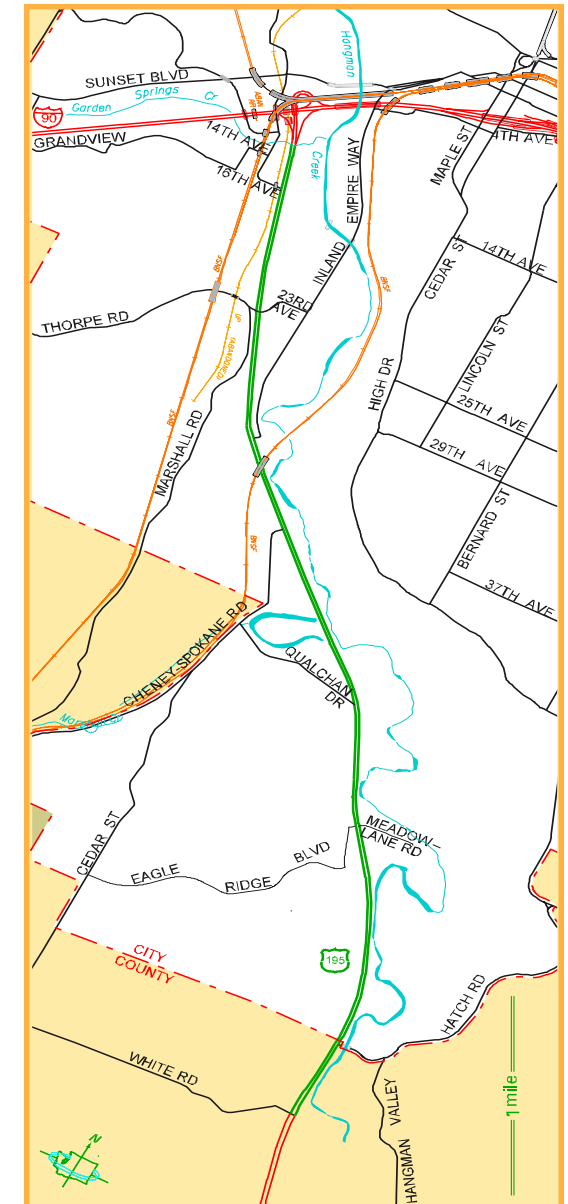
History Hatch Road to I-90

The present configuration of US 195 was constructed between 1964 and 1970. Before that time, Inland Empire Way was both the state highway and the major roadway serving this local area.

As growth has continued in this area the Washington State Department of Transportation (WSDOT) has seen a rise in the number of collisions on US 195. With the increasing traffic and accidents, the Department must adjust to the anticipated development in this corridor. The safe operation of this facility cannot be maintained in its current configuration.

With this in mind, WSDOT sponsored a Value Engineering Study in January of 1999. Participants of this study included citizens from the City of Spokane, representatives of the Latah Creek Neighborhood, the Thorpe/Westwood neighborhood, staff from the City of Spokane, Spokane County, Federal Highway Administration, and the Washington State Department of Transportation.

The detailed findings of this value engineering effort are contained in the US 195 Corridor Safety Improvement Study. In summary, this study proposed the creation of a city street system that allows access throughout the corridor. In addition, this study proposes the elimination of direct, intersection access to US 195, by the construction of two full access interchanges at Hatch Road and Cheney-Spokane Road.



The safety improvement corridor extends from White Road to Interstate 90 along US 195



Washington State
 Department of Transportation



WHY



Looking southeast at Cheney-Spokane Road intersection



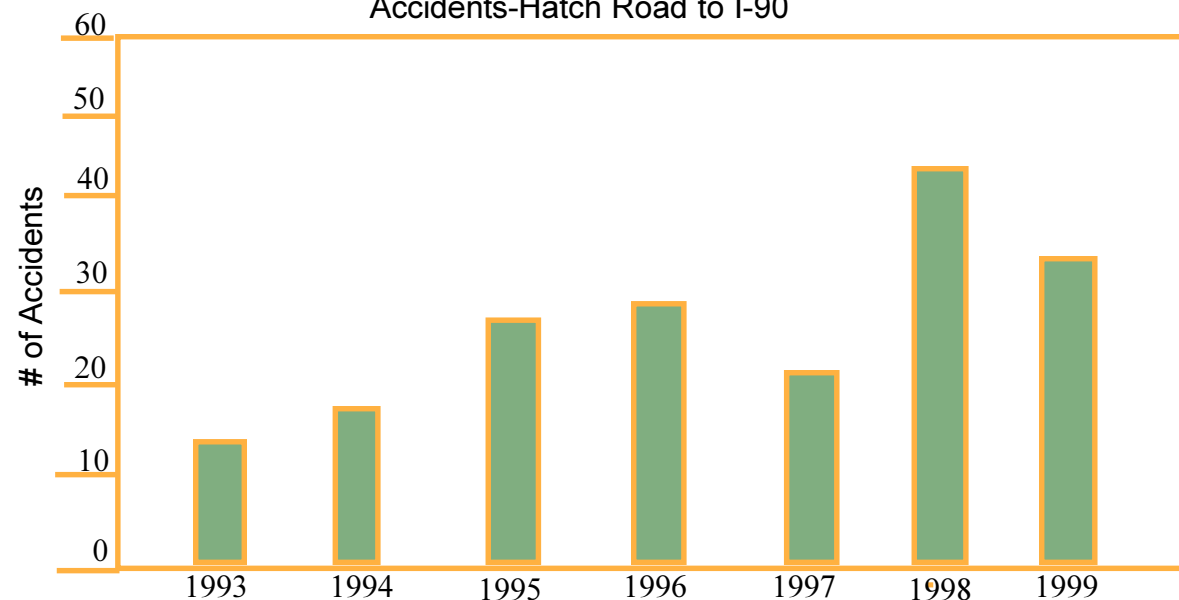
Looking south on US 195 towards Inland Empire Way

US 195 is designated by Congress as a part of the National Highway System. This designation is given to highways which are critical to the transportation of people, goods and services on a national basis. In addition this highway is the primary access for traffic entering and exiting the city of Spokane from points south. Because of this, the Washington State Department of Transportation has a responsibility to maintain the free flow and safe operation of this facility, now and into the future.

The WSDOT is concerned about the increase in collisions that are now occurring on US 195 between Hatch Rd and I-90. As shown in the chart below, the occurrence of collisions has risen from 1993 and is expected to continue rising until improvements are made.

Most of this increase is brought on by the number of vehicles entering and exiting US 195 at the existing intersections, such as Thorpe Road and Cheney-Spokane Road. These vehicles exiting and entering the roadway are proceeding at a much slower speed than the traffic moving straight through US 195. The two issues of turns and speed differential create conflicts in traffic, which in turn lead to collisions. As growth continues along this corridor, this situation will only worsen.

Accidents-Hatch Road to I-90



GROWTH

What is expected in the future?



Presently, it is estimated that in the US 195 corridor from Hatch Rd. (the south City of Spokane limits) to I-90, there are 2,536 single family dwelling units and 167 multiple family dwelling units. In the year 2010 it is anticipated that this number will rise to 6,256 single dwelling units and 1,428 multiple family dwelling units based on approved or proposed land development in this corridor. It is apparent there will be tremendous growth occurring. With this proposal the Washington State Department of Transportation is developing a plan that will ensure the continued safety and efficiency of this facility.

WHERE ARE WE NOW?

Presently the WSDOT is utilizing concepts proposed in the Value Engineering Study, to design and develop plans for this corridor. WSDOT was appropriated Federal transportation funds which will be used to start design work on this plan.

The WSDOT anticipates having a "Design Access Hearing" in the Fall of 2001. Until that date, the Department will have a number of open houses to present updates and refinements and also to solicit public input.



Anticipated Open House Schedule:

Meadowlane Road to Cheney-Spokane Road

December 2000

Cheney-Spokane Road to I-90

February 2001

Hatch Road to Meadowlane Road

April 2001

Compare traffic on US 195 to other locations in the area

